



Missions for
America
Semper vigilans!
Semper volans!

The Coastwatcher

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Connecticut Wing
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300 Tower Rd., Groton, CT
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LtCol Stephen Rocketto, Editor
srocketto@aquilasys.com

C/CMSgt Virginia Poe, Scribe
C/SMSGT Michael Hollingsworth, Printer's Devil
Lt David Meers & Maj Roy Bourque, Papparazis

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SCHEDULE OF COMING EVENT

06 JAN-TRCS Staff Meeting
07 JAN-CTWG Commander's Call
13 JAN-TRCS Meeting-Commander's Call
20 JAN-TRCS Meeting
21 JAN-CTWG Staff Call
27 JAN-TRCS Meeting
31 JAN-01 FEB-CLC@Bridgeport

SQUADRON STAFF MEETINGS

06 January, 2015

Senior and Cadet Staff met to discuss immediate plans and long term goals for the Squadron. Details will appear in a forthcoming edition of *The Coastwatcher*.

AEROSPACE CURRENT EVENTS

Airships are Back

The US army has announced that it will deploy an airship designed to provide early warning of a cruise missile attack on the northeastern United States. The system will undergo a two year test to determine its efficacy.

The new system is called Joint Land Attack Cruise Missile Defense Elevated Netted Sensor System (Jlens) and has cost \$2.8 million to develop the prototype.



Jlens and its Mobile Mooring Station During Testing in Utah. (Credit: US Army)

A Jlens system consists of two tethered aerostats which are 243 long and filled with a mixture of helium and air. The test aerostats will float at 10,000 feet near the Army's Aberdeen Proving Grounds in Maryland. This will provide coverage over a 340 mile circle.

One aerostat carries the surveillance radar and the second vehicle bears a fire control radar. The information will be sent to the North American Air Defense Command which will compare it with data received from the Federal Aviation Administration. Raytheon, the manufacturer, claims that one Jlens can during a 24/7 30 day period provide the same coverage as four of five fixed wing aircrafts at 20% of the cost.

The specific mission of J lens is to provide "persistent air and missile threat warnings to friendly forces," identify targets, direct interceptor aircraft, and guide ground based anti-missile systems.

AVIATION HISTORY

Aviation Food: A Journey Through Time and Space

by

Stephen M. Rocketto

Ah, the Holiday Season! It starts with Thanksgiving, so that we might, in the words of Edward Winslow, "after a special manner rejoice together after we had gathered the fruits of our labor", and ends with my favorite, Hogmanay, the Scots end of the year celebration featuring shortbread, single malt whisky, and black buns. Sandwiched in between are the winter solstice eating extravaganzas of Christmas, beloved by merchants, and latke laden Chanukah. All are celebrated by feasting and lights, to celebrate the end of the harvest and bring cheer during the darkest days of the year. As I ate my way through obscene quantities of the traditional dishes my mind turned to the thoughts of foods consumed by fellow pilots and served aloft by airlines.

Back in the days when I was flying as a charter pilot and freight dog under Part 135, the food was neither plentiful nor particularly nutritious. The typical dawn take-off, *sans* breakfast, was accompanied by the hope that the destination airport at least would have a peanut dispenser and a Coke machine. The long evening cross-countries were fueled by 80/87 octane, Moon Pies, and RC Cola. In summer, I froze water in baby bottles so I could get a cold drink in a hot cockpit as I waited in line for take-off. The extraordinarily low paying flying job and high graduate school expenses allowed for little feasting and lots of fasting.

Being hungry, or fueled on caffeine, sugar, salt and fats, is not the smartest way to aviate. Flight crew's diets have often been suspected causes for accidents. I recall being half-asleep in a terminal in Poughkeepsie waiting for a load to haul back to Bradley. The teletype started clattering and reported that a DC-8 freighter flying for a major airline had crashed in the Pacific northwest. Later, the National Transportation and Safety Board cited the erratic schedule and eating habits of the crew in the accident investigation; a pattern of hotel coffee shop pastries and coffee for an early departure and snack foods on the run. These sugary vittles are quick short term remedies for hypoglycemia, low blood sugar, and give a quick energy boost but will lead to more serious long term problems. Poor diet was listed as a contributory cause for the crash.

Dietary issues are not a concern when flying with the Civil Air Patrol's Thames River Composite Squadron's Lt Col Larry Kinch. After a career of long range flying in C-130s and eating US Air Force box lunch in-flight meals, he is well aware of the need of a good diet for both the happiness of the crew and a safe flight and he takes no chances. He generously caters to our nutritional needs with turkey wraps and cookies so I always signed up to fly with him on Long Island Sound Patrol flights.

I found that corporate pilots eat high off the hog when I was invited to board a corporate Cessna Sovereign flown by old friend and fellow veteran of Part 135 operations, Dennis Piscatillo. While seated in the cockpit, I asked him about the differences in flying jets compared to the old days of piston engine Pipers.

Dennis mentioned that automation made things easier but cautioned me that a plane is still a plane and, in spite of all the bells and whistles, must be flown properly with attention to detail. "Here is the big difference" he said as he arose from his seat and walked aft to the galley.

We leave Denver and are cruising east above FL400, I open the refrigerator, take out a Boston Market meat loaf dinner, and heat it in the microwave.

He also mentioned that they pack Panera box lunches and that old tried and true staple of air fare, fried chicken. Yes, corporate meat loaf beats Part 135 peanuts and Moon Pies any day.

But if you are a billionaire with a private fleet consisting of a Boeing 747, an Airbus 321, and a Hawker-Siddeley 125, you can do a little better than self served meat loaf and a soft drink.



The dining area on an Airbus 321 owned by the Saudi Prince Al-Waleed Bin Talal
(Photo Credit: Daily Mail)

The earliest balloon flights were made by French aeronauts such as the Montgolfier Brothers and Jean-François Pilâtre de Rozier. Given the French penchant for fine food and good wine, it is hard to conceive that some dining did not take place on one or more of their airships but information is lacking. It is told that early French aeronauts carried a jeroboam or two of champagne to appease the angry farmer in whose field they might land and to celebrate their safe landing.

In our own time, long distance balloonists such as the first balloon crossing of the Atlantic, *Double Eagle* crewed by Ben Abruzzo, Maxie Anderson, and Larry Newman, Joe Kittinger's first balloon solo of the Atlantic in *Rosie O'Grady*, and the first ever circumnavigation of the earth achieved by Bertrand Piccard and Brian Jones in the *Breitling Orbiter 3* all carried food and drink.

The provender on *Double Eagle* included lots of water, C rations, bagels, salami, nuts, soups and juices. The "Orbiter" crew lived on some fresh food for the first several days, bread, margarine, cheese, pre-cooked steak, and vegetables, cereals, honey, and powdered milk and then had recourse to dried foods. They also carried 200 liters of water. They may have been first class aviators but their fare was anything but first class.

The first power flight around the earth without refueling was accomplished by Dick Rutan and Jeanna Yeager in *Voyager*. Water, fruit juices, a special split pea soup for Rutan, MREs, crackers and peanut butter sufficed for their nine day cruise.

Early aviation was a simpler time and aviators existed on simple foods. Charles Lindbergh took just five sandwiches, five quarts of water, and five cans of Army emergency rations for back-up on his epic the New York to Paris flight saying that, "If I get to Paris, I won't need any more. And if I don't get to Paris, I won't need any more, either," Both nervous and pre-occupied, he only nibbled at one sandwich. Aviatix Amelia Earhart flew from California to Hawaii fueled by sandwiches, boiled eggs, tomato juice, hot cocoa, chocolate, and water.

While most early passenger flights required that the passengers bring their own victuals, much as the economy class passenger flies today, the literature contains a number of claims about the first time that food was consumed onboard an airplane in flight. The earliest involves none other than Igor Sikorsky. On 29 June, 1914, Sikorsky and three others dined on sandwiches and fruit while on an 1800 mile cross-country from St. Petersburg to Kiev and return. The aircraft was the prototype Sikorsky S-22B Il'ya Muromets, a four engine behemoth, the largest airplane yet constructed.

Handley Page Air Transport offered a selection of sandwiches and fruit aboard their Type O/400 converted bombers in 1919 on the London to Paris runs for three shillings, about sixty cents.

But on Mayday, 1927, Imperial Airways commenced Silver Wing Service London to Paris flights in the Armstrong Whitworth A.W.154 Argosy. The passengers were billed £9 or about \$40, about a month's wages for the average British worker and the food was inclusive. The white jacketed steward's galley contained typical upper-class British staples, whisky, beer, sparkling and mineral water, sandwiches, biscuits, and Thermos bottles of hot water for tea or coffee.



The first named special food offering was served aboard an Argosy, starting a tradition of fine dining on Imperial Airways and its successor, BOAC. (Photo Credit: Deutsches Bundesarchiv)

Not to be outdone by the English, never known for fine dining, the French airline, Air Union served the first full in-flight meal service. Air Union was an amalgam of two other companies and in 1933, merged with four other lines to form Air France. The meal opened with hors d'oeuvres and lobster salad followed by cold chicken and ham, salad, ice cream, and a cheese board. The food was washed down by offerings of champagne, wines, whisky, mineral water, and coffee. Alas, the service only survived for two years because the Farman F-60 Goliath was unsuitable aircraft for full meal service.

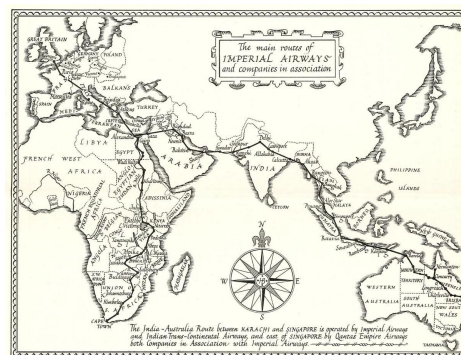
In 1936, American Airlines DC-3s were equipped with galleys capable of inflight preparation of meals. The next year, United Airlines established an airport kitchen to prepare meals for their flights, the start of the end of the monopoly on food supplied by hotels and restaurants. Most of the food now served by airlines is prepared in "in-flight" catering facilities.

PanAm, TWA and Howard Hughes acquired the new Boeing 307 Stratoliner in 1939. The Stratoliner was not only the first pressurized airliner but also the first to have a galley as part of its original design specifications.



The last surviving Stratoliner sits in the Arizona desert before its rehabilitation and move to a place of honor in the Udvar-Hazy Annex of the Smithsonian Air & Space Museum.

The "Golden Age" of aircraft dining spanned the decades of the 1930s-1960s. Most flying was one-class, first class, because only the wealthy flew on one of the two great long-haul airlines of the era, Imperial Airways, later BOAC and then British Airways and the now defunct Pan American



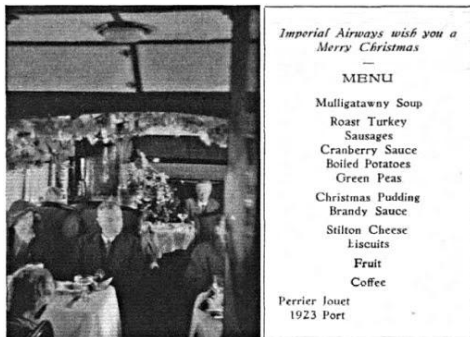
Imperial's route structure knotted the British Empire together.

The service and food was exquisite on Imperial's Empire Class flying boats. Passengers were served multi-course in-flight meals and during the mandatory nightly stops were transferred to elegant hotels in Athens, Basra, Karachi, Calcutta, Bangkok, Singapore, Surabaya, Darwin, and Townsville where the fine dining continued. Such comforts were to be expected on a flight that cost the equivalent of year's wages for the average

British laborer, about \$45,000 in today's money.

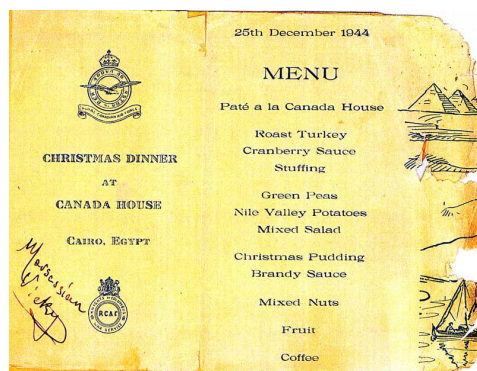
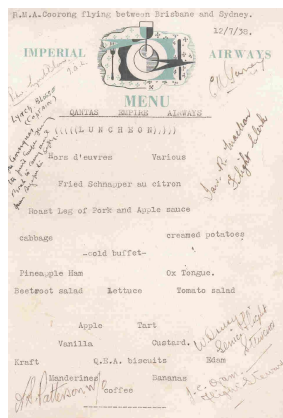


The backbone of Imperial's fleet, the Short S.23 Empire Class flying boat.



A holiday menu offered by Imperial in the 1930s.

A menu for the QANTAS leg of the S.23, R.M.A. Coorong dated 1938. The R.M.A means Royal Mail Aircraft. The British supported the Imperial service with mail subsidies.
(Credit: QANTAS Heritage Collection)



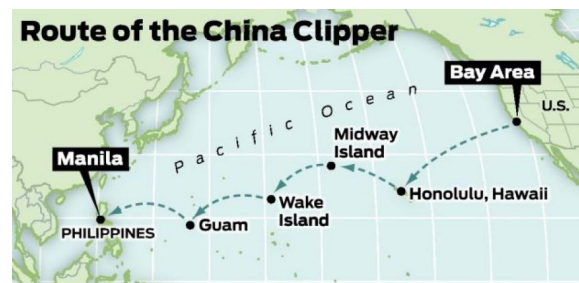
Christmas, 1944 Imperial passengers during their overnight stay in Cairo.

Pan American passengers flew in a similar style, at similar expense, across the Pacific in Pan Am's Martin 130 Clippers. The trip took six days, departing Alameda with overnight stays at Pearl Harbor, Midway, Wake, Guam, and Manila, and a stop at Macao before arrival at Hong Kong.

To support the route, PanAm built sumptuous hotels at Midway and Wake Islands, both remote and austere Navy bases. Pan Am also provided luxury service on the Atlantic using the Boeing 314 which departed from Port Washington, N.Y and later, the Marine Air Terminal at LaGuardia.



The famous "China Clipper," a Martin 130.



PanAm's First Trans-Pacific Commercial Route
(Credit: Todd Trumbull/The Chronicle)

High standards of food service were a hallmark of Pan Am's jet service. The company boasted:

Delicious food adds to the enjoyment. It's prepared in four simultaneously operating galleys, where dishes can be cooked in five-minute ovens. The travail has been taken out of travel.

Pan Am's elegant meal service of fine china, silver flatware, and crisp white linen set the stage

for meals selected from a menu which featured appetizers such as caviar, several entrees, deserts, and a wide assortment of liquors. The meals were cooked to order and might be as fancy as lamb chops or lobster thermidor.



Meal service on board a Boeing 314.



Pan Am's Boeing 314, "Yankee Clipper" inaugurated trans-Atlantic service in 1939. The 314 also flew the Pacific routes and was used by BOAC.

(Photo Credit: Newsday)

Before heavier than air transatlantic passenger service the great dirigibles of the German Zeppelin Company plied the skies between the Old and New World. Both the Graf Zeppelin and the Hindenburg offered five star service but also had a special treat named after Count Ferdinand Zeppelin himself. In 1909, Stephan Weiss created a special liver sausage and obtained the Count's permission to name it in his honor. The Count agreed and *Zeppelin wurst* was added to the menu of the German airships. The marketing slogan was "*Ein Genuss zum Abheben gut*" (A pleasure good

for takeoff). The wurst is still a delicatessen specialty found in Frankfurt.

Bigger aircraft brought lower fares and a class system: first, business, premium economy, and economy which is much like the steerage class that most of our immigrant forefathers suffered through as they crossed the Atlantic to America.

Deregulation, competition, and high fuel costs lead to loss of amenities and the addition of services charges, surcharges, and taxes. Air travel was once regarded as a luxury with passengers dressed for the occasion: suit and tie for gentlemen and dresses properly accessorized for women. Today, passenger garb, shorts, flip-flops, torn blue jeans, and sweat shirts resembles a cross between a beach party and a fraternity bash

As the sartorial elegance of the passenger declined, so did the food service. The fuel crisis contributed as the airlines devised every possible means of squeezing extra revenue from the passenger. Now food service varies markedly from nothing, to a soft drink and cookies or pretzels in short haul economy to lavish meals served to the passengers up front at the top of the food chain. Generally, the food is matched to the length of the flight and the class of the traveler with longer flights providing more and better food.



PanAm offered hand carved prime rib and a selection of fancy vegetables on some flights.

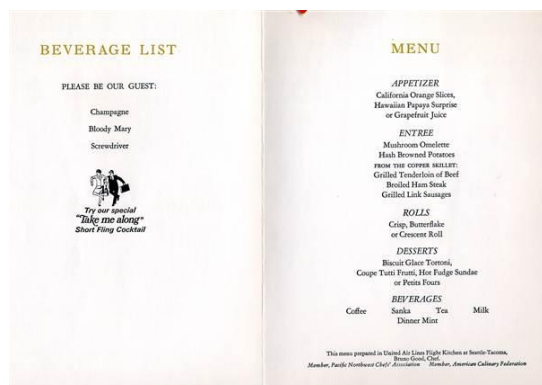
(Credit: PanAm Museum)

International routes are blessed with the better of this service. On a Delta flight, a first class passenger might be greeted by a flight attendant

with a flute of champagne or wine. The meals are multi-course, with a range of selections, and each course might have its own appropriate wine.

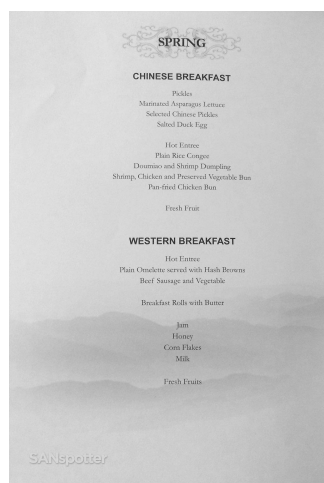


Class Distinction on Delta



United Airlines Red Carpet Service

Foreign airlines offer local specialties: sushi, curries, or stir fried selections. Sometimes, both indigenous and western food is offered.



*Air China 777-300
Business Class menu
on a flight from PEK
to LAX.*

Some of the airlines employ celebrity chefs. US Air offers "Wolfgang Puck In-Flight Cafe" meals on specially designated flights. Luncheon and dinner cost \$10 cash and include a shaved turkey breast on focaccia with a variety of dressings, salad, and desert. As an alternative, the passenger might order a custom salad with marinated chicken breasts, foccacia, spring water and a fudge brownie for desert.

Breakfasts run \$7 and might be egg salad with a croissant, a fruit cup and low-fat yogurt. A second choice is a fruit bowl, croissant, and low-fat yogurt topped with granola. All meals come with bottled water and almost every line offers special meals: kosher, gluten free, vegetarian, or vegan.

The preparation of tasty repasts for aircraft requires special knowledge and skills. American Airlines employ a "Chef's Conclave," a committee of celebrity chefs who not only advise the airline about food service but often create special dishes.

The lower pressure in the cabins and the dryness of the air must be taken into account when devising foods. The must maintain their quality when reheated and appeal to a wide range of multi-national passengers. The current trend towards healthy, light, and balanced meals is also a consideration. But as with the first of the airline passengers, the best fare is granted to the privileged. Wealthy, or self-indulgent who can afford first and business class passage fares.

On short flights and in economy class, airlines sell snack and food packages ranging from candy or fruit or cheeses to sandwiches. The prices are reasonable and not far above what one would pay at the corner market. As it turns out, very little profit accrues. But as my Father used to point out, "They make it on the drinks." Alcoholic beverages are the high profit item. Whereas snacks generate profits below 10%, the booze bounty claimed by air carriers exceeds 50%.



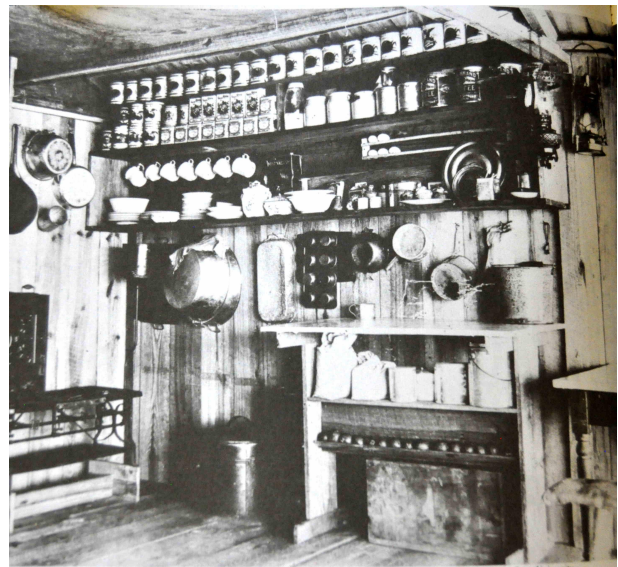
*Drinks and snacks
for sale on a Delta
flight.*

When one ruminates on the quality of today's airline food, one need only to remember the low residue foods provided to the early astronauts who, strapped to their seats, orbited diapered, and ate pureed food through a straw from a toothpaste tube. And then there are the military box lunches designed to mitigate gas production at high altitudes. This might just make one feel little bit more fortunate about the mystery meat that appears on the tiny plate and eaten with a plastic "spork."

But what of the quest for the \$100 hamburger or flapjacks at a fly-in? At some time one must land and this leads to thoughts about airport restaurants. Arguably, the first airport restaurant was at Kitty Hawk, N.C. where the Brothers Wright ran a self-service and private kitchen in their rude cabin hard by Kill Devil Hill.

When the Wrights first showed up, Kitty Hawk consisted of a community of fishermen and hard scrabble farmers. In a letter home, Orville commented that

The economics of this place were so nicely balanced before our arrival that everyone here could live and yet nothing be wasted. Our presence brought disaster to the whole arrangement. We have more money than the natives, have been able to buy up the whole egg product of the hamlet and about all the canned goods in the store.



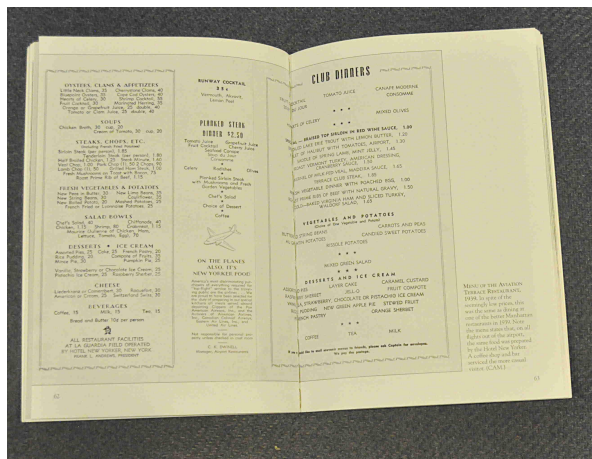
The Wright Brother's pantry and kitchen at Kitty Hawk in 1902. Canned goods are lined up on the top shelves. Just below, five eggs are visible and at the bottom, a row of apples or tomatoes.

(Credit: Wright State University)

When their larder was near empty, a typical meal might consist of biscuits, molasses, rice, and coffee. The acquired two chickens, and the local market might supply tomatoes, butter, bacon, crackers, cornbread, condensed milk cottonseed oil, and canned vegetables. The Wrights supplemented their pantry by hunting and fishing. A particular mention was made of "sea chickens," a snipe-like bird formally known as the dowitcher.

Historically, Pancho Barnes Happy Bottom Riding Club, near what is now Edwards AFB, was a well-known venue for the test pilot community and known for its steak and Kentucky sour mash.

In the early 1950s my Grandpa Jack would take me to LaGuardia Field's observation deck to watch the Douglas, Lockheed, and Convair liners arrive and depart. Before heading home he would treat me to an all beef frankfurter slathered with mustard, garnished with warm sauerkraut, and washed down with a cold Dr. Brown's cream soda at the LaGuardia snack bar.



1931 menu from LaGuardia's Aviation Terrace Restaurant. The Hotel New Yorker ran the facility.

The great aviation author Ernest Gann waxed romantic about a favorite airport diner and wrote of a greasy spoon near Miami International Airport's infamous "Corrosion Corner" where a motley band of pilots would hang out hoping to find employment on one of the worn freighters tied down nearby. Some years ago, a fine German restaurant was within walking distance on the west side of Windham Airport but that is long gone.

On a sectional chart one can find airports with fine places to eat at Minuteman's *Nancy's Airfield Cafe* at Minuteman and the *Hangar B Eatery* in Chatham which both score high marks with pilot gourmets.

Pilots in search of the \$100 hamburger can find it at the *Plane View Restaurant* on Martha's Vineyard. Good reports have also been heard about *The Perfect Landing Café* at Sky Acres Airport in Dutchess County and the *Old Airplane Fly-In Pancake Breakfast* at Cooperstown every third Saturday, May to September.

Within view of Groton, on a good day, is Block Island Airport, home to Bethany's Airport Diner, a pleasant spot for breakfast or a cooling ice cream cone.



Bethany's serves simple food. The walls are decorated with aviation memorabilia and artifacts. (Credit: blockislanddiningguide.com)

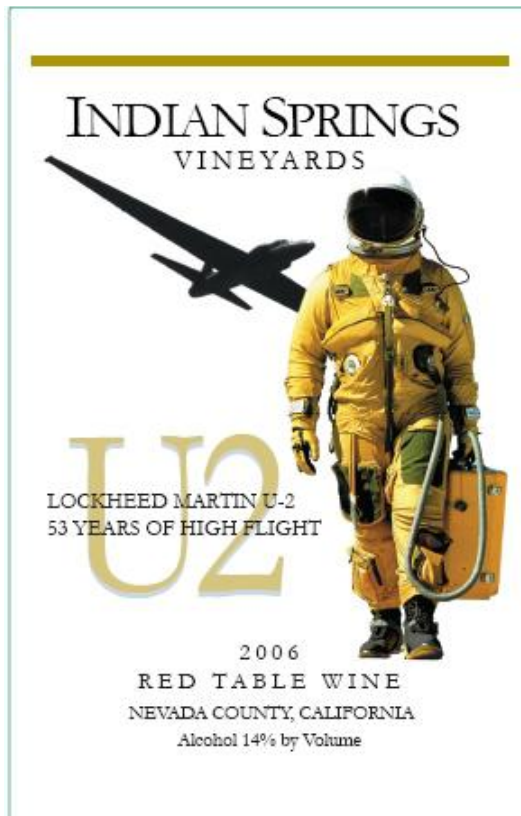
Locally, there is the annual *Fall Pancake Fly-In Breakfast* at Skylark Airport and the Westerly Airport Association's fall pancake breakfast which supports an aviation scholarship fund. *Wings* at Brainard serves a good hotdog and fries. Groton-New London Airport has had a cycle of restaurants, none of which lasted, but there is a rumor that another will soon open. Major terminals are crowded with food courts, boutique restaurants, and the fuel pit for the airline passenger, bars.



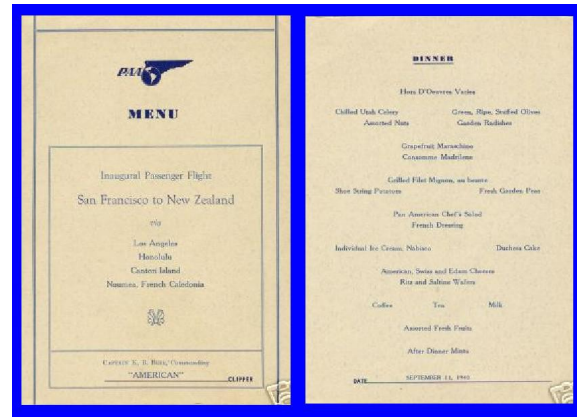
A sample menu from Nancy's Airfield Cafe at Minuteman Airport, Stow, Massachusetts.

The old adage, "you pay for what you get," holds true about the culinary delights on board or at the terminal.. Fly First Class and pay the premium for premium food. Fly economy and pack your own chow. At the airport, you can dine on frankfurters at Nathan's or hamburgers at Five Guys. You might seek out one of the purveyors who specialize in the local specialties: You can find chili in Albuquerque, get scrod in Boston, munch chicken fried steak in Atlanta, or enjoy a slap of barbecued ribs in Memphis. Or you might just try to get a seat on the Long Island Sound Patrol with Col Kinch.

AN APPETIZING ADDENDUM



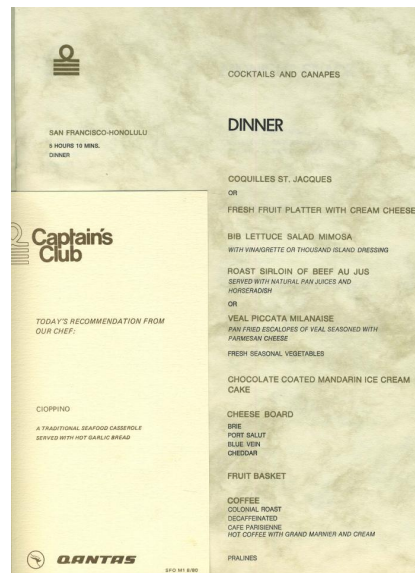
In the days when they flew Connies, TWA put its "best food forward."



The Boeing 314, American Clipper, flew the inaugural passenger flight from San Francisco to New Zealand in 1940



A PanAm menu from a Boeing 377 Stratocruiser circa 1950-1954.



In the 1980s, QANTAS offered special privileges and a special menu to those enrolled in "the Captain's Club."